On January 28-29, a delegation of union officers from the Inlandboatmen’s Union (IBU) and ILWU toured the Job Corps Seamanship Academy at Tongue Point in Astoria, Oregon.

ILWU International Secretary-Treasurer Willie Adams, IBU President Alan Coté, IBU Secretary-Treasurer Teri Mast and Columbia River IBU Regional Director Brian Dodge met with students and instructors at the Academy. They spent a day on the training vessel ‘Ironwood,’ observing the drills and other hands-on training that form the backbone of the school’s curriculum. The Academy is administered and funded by the US Department of Labor’s Office of Job Corps and is operated by the IBU and the Management & Training Corporation.

Recipe for success

Captain Len R. Tumbarello, who retired from the US Coast Guard after 28 years of service, is the Director of Seamanship at Tongue Point. He talked about the values that the program teaches to produce quality, entry-level mariners for the industry.

“What we call for the Four P’s is the recipe for success in this industry: Proficiency in craft, taking care of people, professionalism at all times, and passion for the job,” Tumbarello said. “People is a key one,” added Tumbarello, “because if you can’t get along with people you are not going to be a very successful person.”

The Academy’s recipe for success is paying off. The program currently enrolls approximately 120 students. Upon completion of the program, cadets will be qualified for the endorsement of the Able Bodied Seaman (AB), Qualified Member of the Engine Department (QMED) and Steward certifications. The program was started in 1980 and is sponsored by the Inlandboatmen’s Union.

In the photo above: Tongue Point cadets are seen on one of their training vessels, the Ironwood. It’s a former Coast Guard “C” class buoy tender vessel, 743 gross ton seagoing training ship. Students receive extensive sea time on this and other training vessels. They rotate between various duties and responsibilities on the ships during their time at the Academy.
Local 21 members honored for Columbia River rescue

Three Local 21 members were honored last month by the Port of Longview for rescuing a mariner who fell overboard into the Columbia River on December 31.

The incident happened at 11 o'clock in the morning on New Year's Eve day when it was still bitter cold at Berth 2 where the vessel “Sadlers Wells” was being loaded with soda ash.

Local 21 members Kelly Palmer and Laik Kell were about to check the choke feeder controlling the flow of soda ash filling the ship, when they noticed panic spreading among the vessel crewmembers who were frantically pointing down into the water.

The loud noise of the loading machinery made it difficult to hear, but a co-worker told Palmer that somebody had apparently fallen into the river. Palmer and Kell raced down a ramp to the river’s edge where they met co-worker Mikel Ford.

The three began searching, but it was hard to see anyone floating among the mass of river debris that collected among the pilings in an area shaded by the ship. They spotted a hard hat, but still couldn’t find anyone nearby. After more searching, they discovered a man who was soaking wet, shivering and clinging to one of the pilings. He wasn’t wearing a lifejacket, spoke little English and declined to provide his name, but the three longshoremen maneuvered over obstacles that helped him reach the shore. They later learned that the man was the ship’s first officer who had been working on the vessel deck when he slipped on some ice that sent him falling 20 feet into the frigid river.

The ceremony to thank the three longshore workers at the Port Commission meeting took place on January 26. Kelly Palmer and Mikel Ford were able to attend while Laik Kell was able to attend while Laik Kell was unable to attend due to work. Commissioners presented the men with certificates and thanked them for their efforts.

Recognition: Longshoremen Mikel Ford (L) and Kelly Palmer were formally recognized by the Port of Longview on January 26 for helping rescue a merchant mariner who fell into the freezing Columbia River on Dec. 31. Not pictured is Local 21 member Laik Kell who also assisted.
Local 34’s first woman and African American officer

The recent San Francisco Ship Clerk’s union election has resulted in a new generation of Local 34 officers, including their first Mexican-American President, David Gonzales – and Vice President Jeanette Walker-Peoples – who is the first woman and first African American to hold a top slot in the local union. Together with longtime Secretary-Treasurer Allen Fung, the trio reflects the growing diversity in the ILWU’s membership.

ILWU International President Bob McEllrath attended the ceremony to install Local 34’s new officers on January 21. He administered the oath of office and congratulated the new team.

Jeanette Walker-Peoples has been a Ship Clerk member for 7 years. Last year she served on the Labor Relations Committee, but already knew some of the ropes from her father, Andrew Walker Sr., who became a Local 34 member back in 1966.

Starting at Local 10

Mrs. Walker-Peoples arrived at Local 34 in 2009 after accumulating ten years of longshore experience at Local 10, which she joined in 1999.

“When I first came to Local 10, the job was such a blessing,” she said. “That’s where I learned the importance of listening, so I could see how things worked and learn from the other members.” Mrs. Walker-Peoples said she received help and encouragement from the “old-timers,” including pensioner Ralph Rooker who recently passed.

After listening and learning during her first year at Local 10, Mrs. Walker-Peoples offered to step up and serve as a Relief Dispatcher. The following year she decided to take an even bigger step by running for a full-time Dispatcher position, which she won.

With encouragement and support from her co-workers at Local 10, Mrs. Walker-Peoples says she was “never afraid to speak up, voice opinions or ask questions. From day one in the ILWU, I felt obligated to speak up for myself and other union members.”

Arriving at Local 34

“When I came to Local 34 in 2009, I gained experience in the same way by attending union meetings and listening,” said Mrs. Walker-Peoples. After five years, she attended a meeting where she says then-President Sean Farley was trying to encourage members to run for the Vice-President position, “but nobody stepped up.”

Following the ILWU’s international President’s encouragement to see the diversity in the membership, “but nobody stepped up,” the following year, she decided to run for that position and was elected.

Changing color of Clerk’s membership

Mrs. Walker-Peoples said she is “proud to be Local 34’s first African American and woman officer,” and would like to see more African Americans play leadership roles in the local. The racial makeup of San Francisco’s Ship Clerks union is now changing quickly after decades when the membership was predominantly white. The difference now, says Mrs. Walker-Peoples, is the “one door” policy – that supplies new clerks solely from the ranks of nearby longshore locals, which in the case of San Francisco, means Local 10.

“In the most recent group of new Local 34 transferees, all came from Local 10 – and 10 out of 21 were African American,” she noted. “We’re still not the majority, but it’s an important and welcome change to see the diversity within the ranks and file of Local 34.”

Veteran Local 10 member: “I’m still here!”

Ninety-seven year-old Jorris J. Nedd arrived at the ILWU-PMA benefits office on February 3 with an unusual request: “I need some documents to prove that I’m still alive!”

The Local 10 pensioner explained that the Social Security Administration thought he was dead and suspected someone else was cashing his monthly Social Security checks.

Beating the odds

While the agency’s inquiry seemed strange, it wasn’t entirely unfounded. With Nedd approaching his 98th birthday, he is among only 2% of his peers who are still alive – an accomplishment made even more remarkable because the life expectancy for an African American man in America is at least five years less than a white man born on the same date. Public health experts say this life expectancy difference is attributable to institutional racism – because African Americans are more likely to get dangerous and dirty jobs, and experience higher levels of stress – all of which takes a toll on the body.

Born on Juneteenth

Nedd was born on June 19, 1918, an auspicious birthdate that coincides with the day in 1865 when Texas slaves were declared to be emancipated, an event known as “Juneteenth” that is still recognized and celebrated by some African Americans.

Slavery then, poverty now

His birthplace was the tiny village of Chataignier in Louisiana’s Evangeline Parish. “I bet you can’t spell it,” he says, as he offers to help with the letters and pronounce it in French. The small community of several hundred families was mostly populated by African Americans, and in 1918, it probably included a few former slaves. “School for black kids was only three months long and there was no food, while the white kids went 9 months and got a hot lunch,” Nedd recalls.

The local economy was agricultural.

Adams elected SF Port Commission President

When ILWU International Secretary Treasurer Willie Adams was unanimously elected President of the San Francisco Port Commission on January 20 with Vice President Kim Brandon, it marked the first time in the Port’s 152-year history that two African-Americans held both of the top positions.

Prior to Adams and Brandon, the only previous African American to serve on the Port Commission was the late Dr. Arthur Coleman, a highly-respected physician who served from 1981 to 1992.

“I intend to work with the Commissioners, Port staff and Mayor Lee to carefully manage the Port so it benefits all the citizens of San Francisco,” said Adams, who previously served two years as Vice President on the Commission. He was appointed to the Port body by Mayor Ed Lee in 2012 and previously served on San Francisco’s Film Commission for three years.

San Francisco’s Port Commission consists of five appointees, each selected by the Mayor, who are subject to confirmation by the Board of Supervisors for each four-year term. The Commission oversees 7.5 miles of prime waterfront property along San Francisco Bay, most of it leased for maritime, industrial, retail and commercial office uses – including the landmarks at Fisherman’s Wharf, Pier 39, the Ferry Building and Giants Baseball stadium.

“My experience working on the docks gives me a good perspective for serving on the Port Commission,” said Adams. “It’s an incredibly valuable resource that needs to be carefully protected and managed for future generations.”

DISPATCHER • February 2016 3
training the next generation of maritime workers

Job Corps’ Tongue Point Seamanship Academy is training the next generation of maritime workers

continued from page 1

- Hazardous Waste Operations and Emergency Response
- Steward (Galley)

From the Great Society to Tongue Point Job Corps

The Seamanship Program was started in 1980 by the IBU in conjunction with the Tongue Point Job Corp. The Job Corps was a one of many federal programs founded during President Lyndon Johnson’s “War on Poverty,” and was seen as an important part of Johnson’s domestic policy agenda known as the “Great Society.” It created an array of important programs, including Medicare and Medicaid, financial aid for college, National Public Radio, food stamps for poor families, and Head Start.

Job Corps was modeled on the Civilian Conservation Corps (CCC), which was a federal program established by President Franklin Roosevelt during the Great Depression as an emergency relief program to help unemployed workers. The CCC provided room, board, and jobs to millions of unemployed young people.

The Job Corps began with a similar idea—that the government can provide a “hand up” to working-class youth by teaching them a trade to start them on their career. The program helps some get a second chance in life after starting down the wrong path. Job Corps provides vocational training that provides career opportunities for youth who are not able, or don’t want to go to college.

Looking out for everybody

Tumbarello applies that same principle—looking out for those who might take the wrong path—to his approach at the Seamanship academy. He explained that in any given class, there will be 10% of students who struggle at the bottom. They could be struggling academically or having trouble adjusting to the new lifestyle.

“On the first day of class, I always ask students what they think we should do with these bottom 10%. And without fail, I always hear a chorus of, ‘Fire them, Captain.’ That would be the easy thing to do. Just get rid of them,” said Tumbarello. “But that’s not what a leader does. We have an obligation to those students to help them along, even if it means spending more time and more resources to help them succeed.”

The future of the industry

“I see before me the future of the maritime industry,” said IBU President Alan Coté, speaking to an assembly of Seamanship students. Tongue Point Academy is the only Job Corps program that trains youth for careers in the maritime industry. There are private maritime academies that cost tens of thousands of dollars a year to attend, and students often graduate from those academies with a student loan debt well over $100,000.

“This is a wonderful opportunity that cannot be duplicated,” said Coté. “There is nothing like it. When you get done with this school, you will have a brand new life, no matter where you come from, no matter what your life was like.”

Coté described his own experience working on a tugboat with without the benefit of attending a training academy like Tongue Point.

“You have a benefit I did not have when I got into this industry,” Coté said. “I went to the school of hard knocks. When you sail with a 40-year veteran Norwegian Captain, and you get on his boat, and you are greener than green, do you think it’s a pleasant experience?” He explained that his ears are still ringing, and shoulder still hurts from the day when he got into the bite of a line. “In those days they taught you how not to be killed by almost killing you,” he joked.

Tumbarello does what a leader does. We have an obligation to those students to help them succeed.”

The dangers of the industry were highlighted during a student assembly when Columbia River Regional IBU Director Brian Dodge introduced Curt Dawson, an IBU member who works as a deckhand for Foss Maritime. In December of 2005, Dawson jumped into the Columbia River to save Captain David Schmelzer from drowning. Dodge said the heroism was even more spectacular because Dawson isn’t very strong swimmer. Dawson was awarded the US Coast Guard’s Silver Lifesaving Medal, one of the highest awards for civilian valor.

ILWU Secretary-Treasurer Willie Adams talked to the students some of his own story about growing up in Kansas City where he was running with the wrong crowd before becoming a part of the ILWU and turning his life around.

“Sometimes it’s hard to believe how far I’ve come. My life could have been very different. I just wish that my father could see where I am today,” Adams said, encouraging students to take full advantage of the program, calling it “a gift.”

The dangers of the industry were highlighted during a student assembly when Columbia River Regional IBU Director Brian Dodge introduced Curt Dawson, an IBU member who works as a deckhand for Foss Maritime. In December of 2005, Dawson jumped into the Columbia River to save Captain David Schmelzer from drowning. Dodge said the heroism was even more spectacular because Dawson isn’t very strong swimmer. Dawson was awarded the US Coast Guard’s Silver Lifesaving Medal, one of the highest awards for civilian valor.

In the engine room: Upon completion of the program students receive the Qualified Member of the Engine Department (QMEO) rating, an entry-level engine room certification. Engineering certs are some of the most sought after qualification in the maritime industry.

ILWU International Secretary-Treasurer (left) with student Haley Brady.
After the assembly Adams, Côté, Mant and Dodge stuck around to talk with students and get their feedback on the program.

“It was inspiring to hear the stories of these young men and women who have overcome so many obstacles in life just to get here,” Adams said. “It’s easy to take our opportunities in life for granted, but talking to these young people you can’t help but be inspired by their dedication and perseverance.”

From strangers to shipmates

The students at Tongue Point come from a variety of backgrounds, from small towns to big cities, and they arrive with a variety of life experiences. Some have gone to community college or four-year universities while others haven’t completed high school. Some have family in the maritime industry while others have never been on a boat their entire lives and grew up in a landlocked state in the Midwest. Some students come to Tongue Point with a long-time dream of pursuing work in the maritime industry, while other arrive unsure what they want to do with their lives.

The academy has to mold these students from diverse backgrounds and different life experiences into shipmates. The close quarters on the ship and living together on campus can cause tensions, but it can also force students to figure out how to work together as a team.

“We try very early on to break them up so that everybody can understand that it’s not about where you are from,” Tumbarello said. “We’re not putting all the Hawaiians on the port side and all the Virginians on the starboard side. We want to be that one of the most dangerous bars in the world and you go through it every week. It’s a sense of real pride. I wouldn’t trade it for anything in the world.”

Hands on training

“The majority of the work we do in this program is hands-on,” explained Matthew Bosnich. “We do classroom work and take a lot of tests but the most of what we do here is working on and maintaining the vessels, so we have a lot of practical experience by the time we graduate.”

That hands-on experience includes extensive time at sea on any one of the school’s three training vessels. During their time on the water, students respond to simulated medical emergencies, fires, man-overboard and other drills during their time out on the water so they are prepared to respond during an actual emergency.

Students recently participated in a training drill with the US Coast Guard. The Ironwood was boarded by a Coast Guard teams repelling from helicopters and boarding from other vessels. The drill was a simulated response to a ship entering the Columbia River with an unusually high radiation signature.

For more information applying to the Job Corp visit https://recruiting.jobcorps.gov

Applicants to the Seamanship Academy must be 18-24 years of age and meet the full Job Corps eligibility requirements and receive a referral to the program from the IBU. The program lasts a minimum of 18 months and includes free tuition, room, and board. For more information about the Tongue Point Job Corps visit http://tonguepoint.jobcorps.gov.
Ralph Rooker: mentor of new leaders

J

ohn Vlaic was a respected veteran of the Southern California waterfront, resident of San Pedro and lifelong member of the ILWU who passed away at his home on December 19, 2015 in San Francisco, the city where he was born in 1940.

In September of 1949, he became registered as a “Class B” member of the union and received “Class A” status in May of 1955. Vlaic spent over thirteen years as a longshoreman. In May of 1955, he was elected to the local Executive Board from 1971 to 1980 and was then elected Vice President. Ten years later, in 1990 he was elected Secretary-Treasurer, then President a year later. It was said that he always ran unopposed, as a sign of respect from his fellow rank-and-file members.

When Vlaic retired on June 1, 2000, he had logged 51 years on the waterfront – 29 of them in the former local. Local 94 President Danny Miranda recalls that Vlaic was deeply respected by the community, longshore members, clerks, and the employers, as well by his fellow foremen - both active and retired. “I think John won so much respect because he was fair and decent with everyone that he worked with.”

Greg Mitre, President of the Pacific Coast Pensioners, noted Vlaic’s many contributions to the union. “John was a man of few words and a true gentle giant,” said Mitre. “I remember once during a Pensioners executive board meeting when John was not happy with an idea being discussed. He raised his hand, and with carefully measured words, and declared: ‘I’m sorry, but I don’t agree with you, Greg.’”

“Losing John is a real loss to our waterfront community and the union,” said Danny Miranda. “The Big John, 1928 model, was very rare and precious to us all.”

Ralph Rooker – Bay Area Clerks leader

L

ongtime Local 34 and ILWU leader Richard Cavalli passed on January 14, 2016 at the age of 75. A native of Oakland, Cavalli was born on June 7, 1940 to his mother, Marion who was a nurse and father, Bud, who was a longshoreman. After graduating from Castlemont High School in 1958, Cavalli got a Bachelor’s degree in History from San Jose State University. He continued to study formally and informally through his life and was a voracious reader of history, politics and natural history. In 1966, he married Ann Preuitt, had three children and remained together 49 years.

Cavalli began working with the Local 34 Marine Clerks as a “B-man” in the 1960’s and became fully registered in 1971. He was increasingly active in union affairs, beginning as a Steward, then Local Executive Board member. By 1977 he was elected Vice President and Assistant Business Agent, a position he held through the 1980’s while also serving as a Convention and Longshore Caucus delegate. In 1997, Cavalli was elected President of Local 34 and served initially for five years. In 2003, he ran and was elected to the International Executive Board where he remained until 2009. Cavalli was re-elected to serve as Local President and completing his final term in 2008 before retiring in 2010.

In meetings, Cavalli usually listened to other views before speaking, but rarely hesitated to voice his own opinion, especially when he thought a matter of principle was involved – even if it was unpopular. He was a critical thinker who tried to offer constructive suggestions when raising a problem, and was frequently eloquent, if not always persuasive.

Longtime Local 10 member Lawrence Thibeaux served on the Inter...
Local 17 archives rescued

In June of 2015, five Tongue Marine oil spill response Veteran Local 10 member: “I’m still here!”

Local 17 Pensioners with librarians from Labor Archives and Research Center (LARC) at San Francisco State University.

Local 17 Pensioners Club President Willie Walker called ILWU Interna
tional Secretary Treasurer Willie Adams for assistance. Adams then asked the ILWU library to help the pensioners find a home for these treasures. Although the ILWU library itself was too small to take the local’s records, ILWU Librarian Robin Walker was able to offer guidance and support to help the pensioners preserve their past. Walker began by soliciting help from

Veteran Local 10 member: “I’m still here!”

continued from page 3 based on farms and plantations that pre
everly exploited slaves but continued operating into the 20th century with low-wage labor that included Nedd and his family. Today, half the residents of Chataignier still live below the poverty line – including two-thirds of the area’s children. Nedd’s family lived in Chataignier when Nedd was there, but living and working conditions were much worse a century ago.

Immigrant father

Nedd’s father came to Louisiana from the French Caribbean island of Martinique, but quickly discovered many French and Creole-speakers lived around Chataignier, conditions that still give his son a beautiful Creole accent.

Dangerous work in Louisiana

The work around Chataignier was difficult, dangerous and low paid. Nedd and other black backbreaking work in cotton farms, cane fields and sugar mills. “My first job on the farm paid me $15 a month, then earned 75 cents a day at another job where I chopped cot
ton and plowed fields with a team of mules.” He also worked in rice fields where one day he was bitten by a poi
sonous water moccasin snake. Pointing to his eye, Nedd recounts another hor
rible injury that happened when a stalk of freshly-cut sugar cane was pushed deep into his eye socket, causing an injury that almost cost him the vision

But when his cooking shift was fin
ished each day, it was back to the segre
gated barracks. The lucky part, he says, was that his flat feet kept him stationed in Louisiana during the war, instead of being shipped to Europe or the Pacific where 400,000 U.S. soldiers were killed during the war.

Joining the Great Migration

After two and a half years of Army service, Nedd left Louisiana for the West Coast – part of the epic “great migra
tion” made by 6 million African Ameri
cans who fled the South during and after the Second World War. After settling in Oakland and getting a job at the Naval Supply Depot, he heard about the long
duration” made by 6 million African Ameri
cans who fled the South during and after the Second World War. After settling in Oakland and getting a job at the Naval Supply Depot, he heard about the long

Dangerous work in Louisiana

The work around Chataignier was difficult, dangerous and low paid. Nedd and other black backbreaking work in cotton farms, cane fields and sugar mills. “My first job on the farm paid me $15 a month, then earned 75 cents a day at another job where I chopped cot
ton and plowed fields with a team of mules.” He also worked in rice fields where one day he was bitten by a poi
sonous water moccasin snake. Pointing to his eye, Nedd recounts another hor
rible injury that happened when a stalk of freshly-cut sugar cane was pushed deep into his eye socket, causing an injury that almost cost him the vision

searching for a better life

The harsh conditions in Louisiana pushed Nedd and others in his gener
ation to search for a better life beyond the South. His first step was to join the Army, which he did in 1940, more than a year before Pearl Harbor was attacked. He became a talented cook and rose to the rank of Staff Sergeant. “They didn’t have any Black officers in those days,” he says, recalling the rigid segregation in US armed forces that mirrored Louisi
ana’s Jim Crow laws.

Army segregation

“The Army had separate barracks, mess halls, trains and busses – and all
the officers over us were white. One day some of those white officers came into our color section and said they wanted me to come and cook for them because they liked my food.”

heavy stalks of bananas. “I’ve still got all
my different hooks for those different

But when his cooking shift was fin
ished each day, it was back to the segre
gated barracks. The lucky part, he says, was that his flat feet kept him stationed in Louisiana during the war, instead of being shipped to Europe or the Pacific where 400,000 U.S. soldiers were killed during the war.

Joining the Great Migration

After two and a half years of Army service, Nedd left Louisiana for the West Coast – part of the epic “great migra
tion” made by 6 million African Ameri
cans who fled the South during and after the Second World War. After settling in Oakland and getting a job at the Naval Supply Depot, he heard about the long
duration” made by 6 million African Ameri
cans who fled the South during and after the Second World War. After settling in Oakland and getting a job at the Naval Supply Depot, he heard about the long
Richard Cavalli continued from page 6

national Executive Board with Cavalli, and recalled how they were assigned in the early 1990’s to join Local 52 member James Dean on a committee that investigated allegations of gender and race discrimination at locals in the Pacific Northwest. “Richard was part of our committee that went to Seattle, Tacoma and Portland, where we documented problems with discrimination and reported our findings back to the International Executive Board,” said Thibeaux. “Richard didn’t flinch from those unpleasant facts and remained determined to help enact reforms that made our union stronger and more inclusive.”

Richard Cavalli also travelled with an important ILWU committee in 1989 to visit the Port of Rotterdam where new technology and automation were operating. In addition to his devotion to union causes, which included marching with Cesar Chavez and protesting the invasion of Iraq, Cavalli was passionate about spending time in the wilderness, especially in Yosemite’s high country and throughout the Sierra Nevada range. He also volunteered and supported many causes and community efforts including the Apsoltship of The Sea, Sierra Club, Corpus Christi Men’s Club, Columbo Club, and Castle- mont High School Alumni Association.

A Helping Hand…
…when you need it most. That’s what we’re all about. We are the representatives of the ILWU-sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we’re just a phone call away.

ILWU BOOKS & VIDEOS

Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS**

**Solidarity Stories:** An Oral History of the ILWU. By Harvey Schwartz. An inspiring collection of first-hand accounts from ILWU union leaders and rank-and-file workers. $17.00.

A Spark Is Struck: Jack Hall & the ILWU in Hawaii. By Sanford Zaltberg. A high quality re-issue of the informative epic account of Jack Hall and the birth and growth of the ILWU in Hawaii. $13.50 (paperback).

The Legacy of 1934: An historical exhibit by the ILWU. Produced as a catalogue to accompany the new travelling historical art exhibit about the origins of the ILWU in the 1934 maritime strike, this brief but vivid publication stands on its own as a pictorial history of the coastwise union movement. $5.00.

**VIDEOS**


“We Are the ILWU.” A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD VHS version $5.00.

“Life on the Beam: A Memorial to Harry Bridges.” A 17-minute DVD of the original video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminisences. Originally produced for the 1990 memorial service in San Francisco. DVD $5.00

**ORDER BY MAIL**

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solidarity Stories</td>
<td>2 copies</td>
<td>$34.00</td>
</tr>
<tr>
<td>A Spark Is Struck</td>
<td>3 copies</td>
<td>$15.00</td>
</tr>
<tr>
<td>The Legacy of 1934</td>
<td>2 copies for $5</td>
<td>$10.00</td>
</tr>
<tr>
<td>Harry Bridges</td>
<td>1 copy</td>
<td>$15.00</td>
</tr>
<tr>
<td>ILWU Story</td>
<td>5 copies</td>
<td>$25.00</td>
</tr>
<tr>
<td>The Big Strike</td>
<td>2 copies</td>
<td>$18.00</td>
</tr>
<tr>
<td>The Union Makes Us Strong</td>
<td>2 copies</td>
<td>$20.00</td>
</tr>
<tr>
<td>The March Inland</td>
<td>2 copies</td>
<td>$18.00</td>
</tr>
<tr>
<td>Eye of the Storm DVD</td>
<td>1 copy</td>
<td>$5.00</td>
</tr>
<tr>
<td>We Are the ILWU VHS</td>
<td>1 copy</td>
<td>$5.00</td>
</tr>
<tr>
<td>Life on the Beam DVD</td>
<td>1 copy</td>
<td>$5.00</td>
</tr>
</tbody>
</table>

**Total Enclosed** $_____

**NO SALES OUTSIDE THE U.S.**

We regret that U.S. Customs and postal regulations create too great a burden for our staff to maintain book sale service to our members and friends outside the United States.

Name __________________________

Street Address or PO Box __________________________

City __________________________ State _______ Zip________

Make check or money order (U.S. Funds) payable to “ILWU” and send to: ILWU Library, 1188 Franklin Street, San Francisco, CA 94109

Prices include shipping and handling.

**Please allow at least four weeks for delivery.** Shipments to U.S. addresses only.